



EAGLE CALL

Winter
2008

The Official Magazine of California Wing Civil Air Patrol

Fossett Search

Members contribute expertise

State of the Wing

Parris, Keilholtz, Prusak





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Calif. Wing Members Handle Phase of Steve Fossett Search

Searchers operate from Bishop, Calif., base

September 11, 2007

Photos by Lt. Col. John C. Jay

(Clockwise, from top):

A California Wing member inspects a map of the search area.

Capt. Frank Duarte of San Jose Senior Squadron 80 operates the California Wing fly-away radio kit.

Lt. Col. Joseph Chizmadia of Los Angeles County Group 1 conducts a base briefing at 6 a.m. Sept. 11.

Lt. Col. Bill Gordon of San Jose Senior Squadron 87 conducts a flight crew briefing of Maj. Charles Russell, mission pilot, and Sr. Mbr. Curtis Green, mission observer, both of Torrance Senior Squadron 129.



ON THE COVER: The California Wing's Bishop, Calif., flightline at dawn before the resumption of the search for Steve Fossett.

Calif. Cadet Recalls Role in Search for Steve Fossett

Vandenberg Composite Squadron 101's Gerrity talks with newspaper

September 27, 2007

CALIFORNIA—Cadet Master Sgt. John Gerrity of Vandenberg Composite Squadron 101 talks about his involvement in the ground search for missing aviator Steve Fossett in an interview with the Santa Maria Times that also includes praise for the cadet by the unit's commander, Lt. Col. Lisa Tuggle, and by 1st Lt. Chris Wickers.

Reprinted with permission from *Santa Maria Times*

CAP Teen Joins in Fossett Search

September 24, 2007

*By Malia Spencer/
Senior staff writer*

Behind the headlines of the search for missing aviator Steve Fossett, the rescue team included a Santa Maria Civil Air Patrol cadet who only earned his emergency-response certificate six months ago.

John Gerrity, 15, may have joined a mission that drew international attention, but that had no bearing on the cadet.

"When we were on the search, there wasn't any press," Gerrity said. "We were just doing our jobs."

Fossett has been missing since Sept. 3, when he took off in a single-engine plane from a private airstrip about 80 miles southeast of Reno, Nev.

A search was launched



John Gerrity is part of the Civil Air Patrol and took part in the ground search and rescue for Steve Fossett. He is one of the few senior noncommissioned officers in the CAP to have earned his emergency-response certificate. //Bryan Walton/Staff

when Fossett - an adventurer and aviation record-holder - didn't return, and more than two weeks later rescuers have scoured an area twice the size of New Jersey. Crews are combing rugged terrain along the Nevada and California border.

Following the call to service, Gerrity said it was a hectic few

hours as he gathered his gear and coordinated transportation.

"At the time I was thinking it's going to be a pretty big operation and we will be out there a while," he said.

Gerrity, a cadet master sergeant - plus Cadet Lt. Robert Frederiksen of Santa Maria;

Continued on page 7...

Plan Ahead! Plan Ahead! Plan Ahead!



“Thunder over the Empire”

- **Date:** May 2-4
- **Time:** Show up between 12:00 and 6:00 pm on Friday
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CapMarchAirFest@yahoo.com
Capt David Goude 909-319-2976
- **E-mail form 31s in now** Staff requests by 15 March, all others by 31 March. (Bring signed form to event)
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You won't want to miss being a part of this event!!***

Teen joins in Fossett search

Continued from page 3 . . .

Capt. Richard Bingham of Shell Beach; and Lt. Col. Tony Upton, of Santa Barbara - loaded a pair of Jeeps Sept. 14 and made a seven-hour trek to Bishop to help in the Civil Air Patrol rescue mission.

The group are all members of the Vandenberg Composite Squadron 101, of the California Wing of the Civil Air Patrol.

The CAP is a national, non-profit organization that acts as an auxiliary to the Air Force. Created in 1941, the group has three main missions: aerospace education, cadet programs and emergency services.

The group meets weekly at the Santa Maria Public Airport and at Vandenberg Air Force Base. Cadets range in age from 12 to 21, and through their training learn to "become better members of society and understand the meaning of national service" in addition to being available for emergency response services, said CAP 1st Lt. Chris Wickers.

Civil Air Patrol personnel conduct 95 percent of the inland search-and-rescue operations in the U.S. When an aircraft goes down, or a distress beacon is activated, the CAP are thrown into action.

Once in Bishop, Gerrity and his colleagues were given their assignment at a 5 a.m. briefing Sept. 15.

The target - locate a possible crash site two hours away that was spotted from the air. Then if that turns out to be a dead end, search a more than 200 mile area for any sign of Fossett. "I wasn't really expecting to find anything," Gerrity said after his return. "After about the first

two days, the chances of locating something (or someone) go down dramatically."

The group spent an hour and a half "combing the area" for a blue object that was seen from above. Since Fossett was in a blue aircraft, Gerrity said, officials wanted them to check it out. The area they were searching is full of hills, canyons and desert brush, Gerrity said, which made the job difficult.

"It's not that great of country," he said, seated in his dining room in Santa Maria using his laptop computer to zoom in on the terrain with Google Earth.

In many searches, Gerrity said, a distress beacon is heard on radio frequencies that rescuers can hone in on. But in this case, there is no beacon, so the search is blind, he said.

Despite the difficulties associated with search and rescue and the amount of training it takes, it is clear Gerrity loves what he does. Recalling this mission, Gerrity eagerly pointed out the areas they searched and showed pictures of what they encountered.

"It's fun," he said, noting that his greatest interest right now in CAP is emergency response, though flying aircraft is up there too.

"We take pride in our job," he added.

Unfortunately, the object they were looking for was not an aircraft but a boat on someone's property near Convict Lake.

The next target took the group on a slight detour when they received word from an air

crew of a C-130 of another possible crash site, Gerrity said. But again - other than meeting a group of cowboys - the search turned up empty.

He was "not too disappointed," in not finding Fossett, although, it "would have been nice," he said.

By the end of the day, the group was called back to base, though they were prepared to spend up to three days in the wilderness. It was also determined that since so many people were looking for the missing plane, CAP would be better served to have Gerrity and the rest of his group return to the Central Coast - in case CAP is needed else where.

The search for Fossett was Gerrity's first big mission, he said, and "one of the more far flung" destinations.

Two previous searches resulted in Gerrity finding the targets. The first was a malfunctioning radio station that began broadcasting on the emergency frequency, Gerrity said, and the other was a distress beacon activated during the recent Thunder Over the Valley Air Show.

At the air show, a helicopter that was giving rides landed too hard and the beacon was switched on, Gerrity said. As part of the detail working the air show, he was dispatched to find the beacon.

Since the aircraft wasn't actually in trouble, and continued to fly, locating the target was tricky as it kept moving, he said laughing.

Gerrity is a senior noncommissioned officer within the

Continued . . .

Teen joins in Fossett search

Continued . . .

group, Wickers said, and is one of the few to get credentialed for emergency response.

"He is very focused and motivated and has a true sense of service to the community and national service," Wickers said.

CAP Lt. Col. Lisa Tuggle, squadron commander, agreed, and said Gerrity is always one of the first to volunteer.

"He is a leader in the emergency classes for most of the cadets and one of the first always out to help on emergency rescue," Tuggle said, adding that she is exceeding pleased with Gerrity and all her cadets.

Many CAP cadets enter the Air Force Academy upon high school graduation, but Gerrity said he isn't sure he wants to pursue a military career. So far he is focusing on learning and having fun with the CAP.

HOW TO JOIN:

Potential members of the Civil Air Patrol are urged to attend meetings prior to joining. The Vandenberg Composite Squadron 101 meets Wednesday nights, twice a month at the Santa Maria Public Airport and twice on Vandenberg Air Force Base. For more information call Lt. Col. Lisa Tuggle at 478-2438 or see the squadron Web site, www.cap101.org. Malia Spencer can be reached at 739-2219 or m Spencer@santamariatimes.com. The Associated Press contributed to this report.



Calif. Squadron Contributes Expertise to Steve Fossett Search

Diablo Composite Squadron 44 sr. members fill positions of responsibility

September 20, 2007

***2nd Lt. Jordan Edmund
Public Affairs Officer
Diablo Composite Squadron 44
California Wing***



CALIFORNIA – Diablo Composite Squadron 44 has made its presence felt in the effort to locate famed aviator Steve Fossett, sending three experienced search and rescue professionals as well as a Cessna aircraft to aid the teams based in Minden, Nev., and in Bishop, Calif.

Capt. Jim Anthony, assigned to the Minden mission base, acted as the incident command coordinator for California. He was responsible for coordinating operations between the Minden and Bishop bases.

In addition, 1st Lt. Spiro

Mitsanas acted as the communications unit leader for the Bishop base. His responsibilities included all communications between units in the field and aircraft in the air, as well as communications to the Minden base. Lt. Col. Dennis Edmondson, the Diablo squadron's commander, was part of the Planning Section at the Bishop base. That section is responsible for developing an action plan for the search personnel and for analyzing incident status information and anticipating resources needed.

It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows great

enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat.

Theodore Roosevelt
26th President of the United States



Calif. Wing Cadet Encampment Covered by Local TV Station

Camp San Luis Obispo session draws some 150

August 22, 2007

CALIFORNIA—The California Wing Cadet Encampment, which drew about 150 cadets to Camp San Luis Obispo, is the subject of a news segment broadcast by KSBY, the NBC affiliate in San Luis Obispo. The segment features interviews with Lt. Col. Bill Taylor of Saddleback Composite Squadron 68, camp commandant, and two cadets—Daniel Rauch of Santa Barbara Composite Squadron 131 and Christopher Callaway of the Michigan Wing's Livingston Composite Squadron, both of whom were especially impressed by a Blackhawk helicopter ride.

Reprinted with permission from *KSBY TV*

Civil Air Patrol's Teenage Cadets Learn Leadership at Camp San Luis Obispo

Thursday, August 16, 2007

**Reported by: Shari Small
SANTA YNEZ VALLEY**

The Civil Air Patrol is responsible for more than 90 percent of the aircraft search and rescue activities in the continental United States.

This week, a group of kids get a taste of what the CAP is all about.

About 150, 12 to 20-year-olds are taking part in the Civil



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Cadets learn leadership

Continued . . .

Air Patrol's Cadet Program being held this week at Camp San Luis Obispo. Cadets live in encampments on base for 8 days while they train. It's structured much like boot camp.

"It uses a military model for the training, but really all we are trying to teach is leadership. Some of them may exercise that in the military. [It] works just as well in the corporate world," said Civil Air Patrol Chief Tactical Officer Lt. Col. William Taylor.

In existence since 1941, the all voluntary Civil Air Patrol's three missions are emergency service and rescue, aerospace education and cadet training programs.

"It's very difficult waking up early and going to bed really late. Having to make your bunks and stuff, but it's fun," said cadet Daniel Rauch.

Hands down, a ride in a Chinook CH-47 helicopter is the highlight of the week.



It definitely was for 12-year-old cadet Daniel Rauch of Goleta.

"It was very amazing," said Daniel Rauch.

"Something you're never going to forget?" asked reporter Shari Small

"I'm never going to forget it," replied Rauch.

"I definitely had one heck of a summer. Most of my buds stayed back there. Maybe have

a few bon fires, go around. But I got to fly in a Blackhawk helicopter, ma'am. That was my summer. I'm definitely having a good time," said 16-year-old cadet Christopher Callaway.

Building teamwork and leadership skills, while having the time of their lives.

"Honestly, it's an indescribable feeling ma'am. It's awesome. Most people just dream of being able to do that. We get to do that, and I'm only 16 ma'am," said Callaway.

Most cadets at Camp San Luis Obispo are from California. A few are from other states.

They graduate from the program Sunday.

Many go on to volunteer in the Civil Air Patrol as adults.

<http://www.ksby.com/global/story.asp?s=6944585>





By Lt. Col. Mike Prusak, USAF,
California Wing Liaison Officer

Aim High

for Endless Potential

*The Richest Target Opportunities Come to
Leaders Who Communicate, Motivate, and
Recognize Member Potential*

Several years ago the Air Force put on a multi-media recruitment campaign whose slogan was entitled "Aim High." The slogan wasn't about what you would do with a gun or bow-and-arrow, or something the Biblical hero David might have applied to his encounter with Goliath. In today's world those words are meant to unlock the potential in all of us.

Years ago I sat in the cockpit of a T-38 awaiting the start of a "familiarization" flight while at AF-ROTC summer encampment at Plattsburgh AFB in upstate New York. Until then I had never been near any airplane, let alone a supersonic jet. I sat there exhilarated and petrified, thinking that someday the Air Force will want me to actually fly one of these jets...alone! I set two goals for that flight: not to get sick, and to keep my eyes open the entire time. (I failed the first test, but kept my eyes open...well, most of the time.) I set higher goals for myself after that flight. I did solo in the T-38 and I ended up back at Plattsburgh flying the FB-111.

We sometimes come across roadblocks in our endeavors when aiming high. Sometimes those roadblocks are of our own making, whether born out of fear or of preconceived notions.

Sometimes aiming high is a daunting task. That's where true leaders shine.

I firmly believe the job of any leader is to communicate, motivate and recognize potential, as

well as reach, teach, and inspire.

Communicate: Every commander and supervisor must make informational transfer a top priority if they are to succeed. The communicate/reach phase is where you clearly identify the goals of the organization and your people. You cannot expect the people in your charge to aim high without information. Information is the lifeline of any organization and, as a leader, you are the conduit of that information.

Information is not a one-way street either. Information must flow up and down the organizational structure, constantly and consistently. You will fail as a leader if you don't believe this is true.

Motivate: Motivating and recognizing potential go hand in hand. In CAP, like the Air Force, we challenge our people to discover that potential by providing skill training and then valuable hands-on experience. Whether its in operations, logistics or cadet programs, we are all given the tools to excel. Its up to the commanders and supervisors to instill the confidence and promote the self-esteem that allows subordinates to excel. It's not really hard to do.

Recognize potential: You'd be surprised how far a little recognition can go to bolster someone's self image. Pride goes a long way, and once our people have it, they can set goals for themselves

Continued . . .

Aim high for endless potential

Continued . . .

and their organization. Take the time to shake some hands and inspire some dreams. All our folks, cadets and seniors, should be treated like potential leaders.

When aiming high, don't be in a hurry. Instant communications sometimes becomes instant-gratification, which sometimes leads to cutting corners to the point of violation of personal or institutional integrity. Don't move at a snail's pace, either. It is possible to lose sight of our goals along the way. Whether you come from operations or logistics, for example, guide your folks to accept challenges rather than being repelled by the complexity. Individuals should focus primarily on opportunities and not dwell upon problems.

If you are in a leadership position, setting only your own personal goals high is selfish and certainly not beneficial to your organization. Help your folks lift their sights by sharing some of the leadership with them. Then give them your support when they make decisions. Your organization will become healthier as you all endeavor to "aim high."

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Some people call me Old Glory; others call me the Star Spangled Banner. But whatever they call me, I am your Flag, the Flag of the United States of America. Something's been bothering me. I thought I might talk it over with you, because it's about you and me.

I remember, not too long ago, when people lined up on both sides of the street to watch the parade and naturally, I was leading every parade, proudly waving in the breeze.

When your daddy first saw me coming, he immediately removed his hat with his right hand and placed it against his left shoulder so his hand would rest directly over his heart. Remember that?

And you, you were younger then, I remember you standing there straight as a soldier. You didn't have a hat but you were giving a hand right (*right hand?*) salute. Remember your little sister? Not to be outdone she was saluting the same way as your dad, with her right hand over her heart...remember?

What's happened? I'm still the same old flag. Oh, I have a few more stars since you were a boy, and a lot more blood has been shed since those parades of long ago but now, I don't feel as proud as I used to. When I come down your street in the same type of parade, some of you stand there with your hands in your pockets and I may get a small glance from you, but you oftentimes look away. And I see your

small children running around and shouting and playing. They don't seem to know who I am or what I represent. I saw one man take his hat off and look around and when he didn't see anybody else with their hats off, he quickly put it back on.

Is it a sin to be patriotic anymore? Have you forgotten what I stand for and where I've been? Anzio, Guadalcanal, Bataan, Korea, and Vietnam. Take a look at the Memorial Honor Roll sometime. You'll see the names of those who fought to keep this country free, those who bled and suffered and died for those of you who are standing, not saluting, not telling your children about me.

Remember these words?...One Nation Under God...when you salute me you are saluting these brave people who have, in fact, given their tomorrow's so you could have your today's.

Well, it won't be long before I'll be coming down your street again. So when you see me, think about what I just told you. Think about what I stand for. Stand erect, place your right hand over your heart, and tell your children and friends to do the same. As you salute me, I'll salute you back, by waving to you. And I'll know that...YOU REMEMBERED!

- Unknown Author -

View of Parris

A Candid Conversation with Col. K.W. Parris, CAWG Commander, on Where He's Coming From and Where CAWG is Heading

Eagle Call: Understanding that there may be some things that cannot be publicly discussed, can you explain to members what has happened in California Wing's command structure and how you finally came to be our Commander?

Ken Parris: It was publicly announced by the Region Commander Col. Ernie Pearson that the California Wing Commander's position was vacant and that he had appointed Col. Larry Myrick as the interim Wing Commander. At that time it was also announced the selection process was going to be conducted in accordance with existing CAP policies and procedures [see CAPR 35-9, Board of Governors and Wing Commander Selection Procedures]. Having served as the Wing's Vice Commander, I submitted my application for consideration. While I never coveted the position of Wing Commander, I felt it was my obligation to the membership and to the Wing to submit my name for consideration. As the Vice Commander and former Inspector General and Group Commander I knew that I was familiar with many of the issues and areas of concern that existed in the Wing.

EC: When did you join Civil Air Patrol and what has been

your experience in it?

KP: I joined CAP in July, 1976, as a cadet in Florida Wing. Having earned my Mitchell Award, I transferred to California Wing in January, 1978. I was a member of Squadron 18, then at the Oakland International Airport. During my time as a cadet, I completed all cadet achievements, earning the Eaker Award and the grade of cadet lieutenant colonel. I had also served as the Squadron 18 Cadet Commander. Accepting a commission in the U.S. Army, I changed my membership status to senior member. But since I was only 19 years old at the time, I had to be appointed a CAP Chief Warrant Officer [now TFO]. The Wing Commander brought it to the attention of National HQ that it did not make sense for a CAP member to be a U.S. Army Second Lieutenant and be prohibited from being a CAP Second Lieutenant because he was not yet 21 years of age. So National HQ promoted me to the grade of CAP Second Lieutenant when I was only 20 years old.

As a senior member I have served as a squadron commander in two squadrons and Group 2 Commander for a total of over 13 years CAP command experience. I have also served on Wing Staff in the Operations Directorate, as Wing Inspector General and

Wing Vice Commander.

EC: How would you describe your philosophy of command?

KP: I am a strong believer in collaborative leadership, involving stakeholders in the decision-making process to ensure the development of the best possible ideas. The collaborative leadership approach also ensures the Wing continues to develop future leaders by engaging individuals with potential for greater responsibility and higher office in the problem solving process, development of plans and the implementation of new programs. However, as the Wing Commander I recognize it is my responsibility to act in the best interest of the Civil Air Patrol, California Wing, and the membership. I take full responsibility for the decisions that are made.

EC: What have you learned from Commanders under whom you've served?

KP: It is difficult to summarize in this brief article all that I have learned from individuals under whom I've been privileged to serve. California Wing has been very fortunate to have had exceptional leaders like Cols. Pearson, Brammer, Myrick and Nelson who have served as Wing

Continued . . .

View of Parris

Continued . . .

Commanders. I was fortunate to have served under the late Col. Ed Lewis, Jr. He was one of my mentors and a good friend. As you may know, I have dedicated my tenure as Wing Commander to his memory.

If I had to sum up what I have learned from each of these outstanding individuals it would have to be to “do the right thing, for the right reason, all of the time,” “treat everyone with respect and dignity” and “always put the needs and concerns of the members first.” I hope that my tenure as your Wing Commander will be emblematic of these principles.

EC: What are your thoughts on how California Wing could improve in various areas? What are your goals?

KP: I outlined by goals and objectives for the Wing in my address at the Wing conference last November. I hope that many of you were able to be there to share that vision. For those who could not be there, let me summarize my talk in three words: commitment, accountability and preparedness.

We need to be committed as an organization to our members, to our mission and to our customers. We exist in order to serve these three important stakeholders. I think at times we have been mired in process rather than outcome. I hope that in redirecting the Wings’ commitment we can get through the

malaise brought on by the process and reach towards achieving the desired outcome; our goal at being the best at what we do in all areas.

Accountability has been troublesome for the Wing in the past. We, as an organization, need to be accountable to our members, our customers, higher headquarters and to the American people. We are a volunteer organization that depends upon the good intentions of our members and their continued support through dues and offering of their precious time. The Wing needs to be accountable for these important and valuable resources. Otherwise, our members will go elsewhere to give of themselves. We also need to be sure that we are able to account for our activities and our “stuff” if we want to continue to acquire support from our customers, higher headquarters, and the American people. There are a lot of appropriated funds expended by CAP—funds that are generated by tax dollars and appropriated by Congress for expenditure in support of CAP’s missions. It is essential that every member understand the magnitude of the trust placed in us by our fellow citizens.

Finally, preparedness. Are we ready for the missions of the 21st century? We need to be smarter about how we see CAP’s missions of the future. September 11th, 2001, changed the way in which many of us view the world. Has it changed

how we see CAP’s role in that new world? We will be examining how CAP’s missions continue to evolve and explore new areas where we can be of service to our nation and our neighbors.

EC: What is the most dramatic change Wing members should expect in the immediate future?

KP: I don’t believe members should expect “dramatic” changes in the future but a continued evolution into new and changing roles in the post-9/11 world. However, if we want to identify something that the members should experience differently, everyone should find mission reimbursements being processed much faster and timelier than in the past. We have hired a Wing bookkeeper, Ms. Terrie Singleton, who will be processing the reimbursements. We have worked to streamline this process in addition to catching up all the unpaid outstanding reimbursements. This has been a monumental task but we can see light at the end of the tunnel.

As you may know, we have shifted to the Wing banker system and will be moving to consolidated aircraft maintenance later this year. These are significant changes in the way we have been doing business in the past. Like any change, there will be some discomfort and even resistance. But it is important for us to note that these changes are

Continued on page 35 . . .

Asking for the Tasking

*Capt. Bob Keilholtz Scores the ES Mission Readiness of CAWG's
Misty Past, Nebulous Present, and Hazy Future*

Eagle Call: How long have you been involved in Emergency Services (ES), and how has the job changed over the years?

Bob Keilholtz: I started as a cadet in the early '70s. Emergency Locator Transmitters (ELTs) and Direction Finding (DF'ing) were just getting started, and all the training was by trial and error. I remember going out on weekend training with Bruce Gordon (the L-per inventor), Lou Dartanner, Pat Robinson, Jim Beggins, some of whom are still active in CAP, to name a few. We had fun, and learned how to find ELTs without the aid of the Search and Rescue Satellites (SARSATs). I guess we may see those days again next year when they turn the SARSATs off.

EC: What will be the adjustments on our end of that?

BK: We will need greater use of Aircraft and ground teams to take long range bearings from mountain tops and high spots. Just like we did in the early '70s. Back then we didn't have radar tracks to help us. We had many more missions like the [adventurer and aviator Steve] Fossett search, and often never located out target. We had missions that lasted for several weeks going seven days a week in unheard of places like Fox



Field, Lancaster, Gillespie Field, San Diego, Chino, Twenty-nine Palms, Blythe and Brackett airports. Back then, some of those airports were kind of obscure. I remember weekends with 50 or more aircraft and a bunch of [North American Aviation Texan] T-6s, [Cessna 305] Birdogs, and Cessna 150s. Now most missions are over with 12 hours with the help of ELTs, radar, and computers. Over the years, as we've gotten all this technology, we've become more efficient in our missions. And the Wing handles many more missions beyond search-and-rescue. We regularly had missions like blood transport in the past; then it was seen as infringing upon [the business of

private contractors]. But we've added missions like counter-drug, homeland security, and more disaster relief.

EC: What exactly are your current duties? Are you still overseeing our Emergency Services duties?

BK: I am currently assigned to Wing and oversee missions as the "chief" Incident Commander for southern California. I'm not considered the DOS any longer. That job is currently being held Lt. Col. David Boehm. Lt. Col. Steve Asche is, in a newly created position, in charge of special projects, and Lt. Col. Ron Butts is director of operations.

Continued . . .

Asking for the tasking

Continued . . .

EC: How is that chain of command functionally different?

BK: The positions are mostly the same, and most of the people have been involved in Emergency Services for many years. So not much difference, but a high-quality group of individuals handling the Wing's missions.

EC: Following ES missions closely, one might get the impression that a very small percentage of members do almost all of the work of the Wing. How does that impression square with the facts?

BK: I think the stats bear that out. In most of the Wings, most missions are commanded by just a few ICs as well, as most of the fieldwork done by a few aircrews and Urban Direction Finding (UDF) teams. But in the Wing we have to be prepared to handle large-scale missions where we need to have a wider more diverse base. A lot of us are getting older and need people to fill our shoes. We need to foster participation.

EC: Of the members in California Wing, how many would you say are actively involved in ES missions?

BK: We have a few hundred members with ES ratings but again only a few that actively participate.

EC: What should we have learned (or did learn) from the Steve Fossett SAR mission?

BK: In 2007, we can still lose aircraft in the inland United States and just have them vanish. We've become accustomed to radar tracks and ELTs and technology to bail us out on these types of situations. The same thing happened in the Katz search near San Bernardino. He went off radar, tracking the [Interstate] 15 freeway, and he disappeared. We learned that our Scanners/Observers were doing a good job, because they were finding previously known but long forgotten crashes from 30 years ago. So when people say, "Why didn't you find Fossett?" it's not like we were sleeping. We also discovered the value and limitations of the Airborne Real-Time Cueing Hyperspectral Enhanced Reconnaissance [ARCHER] system. We hadn't thought of it as useful as a SAR platform, but the operators were able to find wreckage in dense foliage in just a few square feet. [The wreckage was in an area of just a few square feet.] The team found a piece of a crashed plane where just an aileron had fallen when the wreck was being lifted out by helicopter. Nobody in a fixed wing aircraft would have picked up on that. We did [use] a wheel skirt on Fossett's aircraft and dialed it in, but if, for example, the aircraft had burned, that color wouldn't help.

EC: What were the positive and negative aspects of that mission?

BK: We were able to mobilize communications structure, computers with wireless connectivity, and operate a base with a staff of five, flying over 30 sorties with 15 aircraft each day. And talk about technology, you can do just as good with quality people and technology than with the large numbers of people we typically see at SAR exercises (SAREX). Some very supportive members of the community and enthusiast members were able to get us food, which was a challenge. We were able to get the Air Force to spring for hotel rooms. We were able to put a multi-state, multi-week mission under unified command with virtually no incident, and without supervision from other state or county agencies. In the negative category, we had some limitations with the IMU [the Internet-accessible standalone version of the Wing Management Utilities]. We had connectivity issues and bugs that frankly we haven't figured out today. We found out that two of our local repeaters covering Bishop [locations classified, per OPSEC] had failed long ago, and nobody knew, so we brought in portable repeaters to cover the area and member owned cell phones. It made some communications issues more difficult. [1st Lt.] Tolga Tarhan had established a

Continued . . .

Asking for the tasking

Continued . . .

transparent, elaborate call-forwarding system for our member owned cell phones, so when they left nobody knew it. We overwhelmed the base resources and ran out of toilet paper. The FBO is run a by a county employee who gets \$8 an hour. Seriously, we were told we were overtaxing the resources!

EC: Did we give that search more attention because it was for Fossett?

BK: I'm sure that the added celebrity factor didn't hurt at getting us needed resources for the mission.

EC: How does California's mission load compare to other states?

BK: California always ranks at or near the top for missions, and our numbers are even more skewed because many of our missions have more than one incident (i.e., ELT) assigned to it. I have been on several missions where we had over a dozen ELTs located under one mission number over a wide area of southern California.

EC: Is the number of UDF and Ground Teams and mission-ready pilots and crews sufficient to prosecute California's mission demand?

BK: No, not in southern California. Northern and central California are in much better

shape, but Southern Cal has all the volume. We are always putting out additional requests for resources. We have been lucky to keep up with the missions we have had. We are burning out our crews. The reality is that it takes years of training to get people up to a level where they are truly good at what they do. The day-to-day missions build needed experience that will be used on later missions, especially the tough ones involving, for example, a crashed aircraft in the mountains. Our training rarely reflects real life conditions encountered from signals emitting from a balled-up aircraft, upside down, with a broken antenna, in a boxed canyon. That is what an ELT in a hangar on a shelf can fairly replicate.

EC: What are your recommendations on how to develop adequate manpower on the squadron level?

BK: Members such as Denise Edwards and Bob Miller, Jan Ostrat and Mitch Richman, as examples, put on needed training. The problem is getting those folks that have taken the training and getting them into the field. It takes equipment, more training, time, money, transportation, radios, and a huge amount of commitment, not to mention getting on the Wing's alerting system. Our folks need to really get involved in more Wing-wide training and exercises to see how others do their missions.

The local units do a good job but we need to expand our training beyond the local units to prevent "inbreeding." I think it took me well over five years and a hundred missions before it started to come together for me. I still learn things these days that I know I will apply somewhere into the future.

EC: What are the Wing's strengths and weaknesses in prosecuting ES missions?

BK: Our strength is that we get the missions done! On average we have one mission per day. That is more than a few dozen other wings combined for a full year. There are Wings that rarely get any missions, they are all handled by the sheriff or other SAR resources. So I consider us lucky. The State OES (Office of Emergency Services) and sheriffs departments give California Wing almost complete control over our missions. Look at the Fossett mission between Nevada and California: The state and the county sheriffs in California let us run a very high-profile mission, with CAP fully in command, versus Nevada, which was run under their state OES equivalent. The state trusted us with a huge amount of responsibility with little on-site supervision. I don't think there is another wing in CAP that has such a trusted and professional relationship with other agencies.

Continued . . .

Asking for the tasking

Continued . . .

EC: What are your thoughts on virtual mission bases?

BK: My idea of the perfect base is three computers, a five-line telephone, heating and air conditioning, a secretary, hot food served at your workstation, private offices, hot showers and a bed. In other words, my home. Our missions are so information intense that we have little time to open a base. Radar tracks now come within hours, ELTs get us to the crash sites quickly, too. In the first hour or two of a mission the IC is overwhelmed with information and communications. Four or five experienced people using interconnected computers, instant messaging, cell phones, faxes and radios can easily run a mission with up to five or ten aircraft, and ground teams, from their homes. As time permits, we can always open a base if required. The Fossett mission was set up at an unfamiliar location several hundred miles from the L.A. or the San Francisco Bay areas, in just a few hours, by six people. During the first few days we ran the base with five base staff and up to 15 aircraft and one ground team with little or no infrastructure. The command (computer) resources used there were the same that we would use at our homes or at our SAR evals. We need to do more with fewer personnel and faster.

EC: How's our response

time?

BK: It can always be improved. What people have to understand is that everybody who gets involved [in a SAR mission] should take their comfortable day-to-day clothing and go into a walk-in cooler at a convenience store. Sit there for ten or 15 minutes. That's what many of the people who have survived a crash experience for many hours, in addition to suffering significant injuries. Once you've understood their position, it makes our discomfort and sacrifice of being on ground teams or working late at night pale in comparison. And it gives you respect for the need to respond quickly and professionally, because literally their lives are in our hands.

EC: Why doesn't the Wing and/or Air Force provide direction-finding equipment, as it has in the past, particularly with the some member-owned equipment becoming obsolete and new sticks pricey?

BK: I know they have been purchasing additional equipment at [CAP] national, but as with all things it comes down to money. I know there are over one hundred L-Pers that should be out there at the unit levels in California Wing, but over the years they have gotten "misplaced" or broken. And it takes more than sticks. It takes people, radios, pagers, vehicles, time

and...money. They all seem in short supply.

EC: Clearly there is inequity in the Incident Commander duty. At last reckoning, Eagle Call determined that you alone were handling nearly half of the state's missions. Is there a plan to develop more ICs?

BK: Yes, but [CAP] national requires all ICs to have achieved many of the ratings below the IC level before becoming an IC trainee. As an example, you must have achieved a Standard rating in Operations, Planning, Logistics, and Finance, to name just a few. Plus you must be a mission pilot, observer or scanner and/or ground team, ground team leader and so on. With few missions anymore, it is hard to find experienced applicants. We have been fast-tracking applicants that meet, or closely meet, some of these requirements. Many of our ICs are getting up in their years and we need young and new blood to replace us. Being an IC is a demanding job where a mission can last for days. Most of our ICs cannot get the time from work or family to do this on a day to day basis. The mission overload may change when the SARSATs stop sending 121.5 data. We'll see. My bet is that we'll see fewer missions that will take longer with the need for more ground and UDF teams, monitoring stations,

Continued on page 35 . . .



CAP Leaders Die in Plane Crash

*Pacific Region director of operations, Nev. Wing commander
were en route to Rosamond, Calif.*

November 09, 2007

NATIONAL HEADQUARTERS—Two nationally recognized, highly regarded members of the Civil Air Patrol – Col. Edwin W. Lewis Jr., director of operations for CAP's Pacific Region, and Col. Dion E. DeCamp, commander of CAP's Nevada Wing – died Thursday evening when their CAP plane crashed south of Las Vegas.

Lewis had traveled to Nellis Air Force Base in Las Vegas to drop off a CAP airplane to be used as an airshow display. He



***Col. Edwin W. Lewis,
Jr., director of
operations for CAP
Pacific Region***



***Col. Dion E. DeCamp,
CAP commander of
Nevada Wing***

and DeCamp where apparently en route to Rosamond, Calif., Lewis' hometown, when the crash occurred.

Lewis and DeCamp had enjoyed long and distinguished careers, both in the U.S. Air Force and CAP. Most recently, both men were actively involved in the search for legendary American aviator Steve Fossett.

Lewis, 71, had served in the Civil Air Patrol for more than 50 years. He was a former national vice commander, elected in August 1993. He served in that capacity for one year. Before that, he served as Pacific Region commander for four years. He also was California Wing commander from 1978 to 1982.

Lewis was both a CAP and USAF command pilot with more than 28,000 flight hours.

He retired from Pan Am as a commercial airline pilot in 1989 to become a research pilot with NASA. Since 1997, he worked at Dryden Flight Research Center at Edwards Air Force Base, Calif., where he instructed in four aircraft – C-12, C-20A, DC-8 and T-34C – supporting NASA-Dryden flight test programs. He also was the center's aviation safety officer.

Lewis' military awards include the Distinguished Flying Cross, Bronze Star, Air Medal, Meritorious Service Medal and others. His CAP awards include Distinguished Service Medals, Exceptional and Meritorious Service Awards, Gill Robb Wilson Award, the Search and Rescue ribbon, and others.

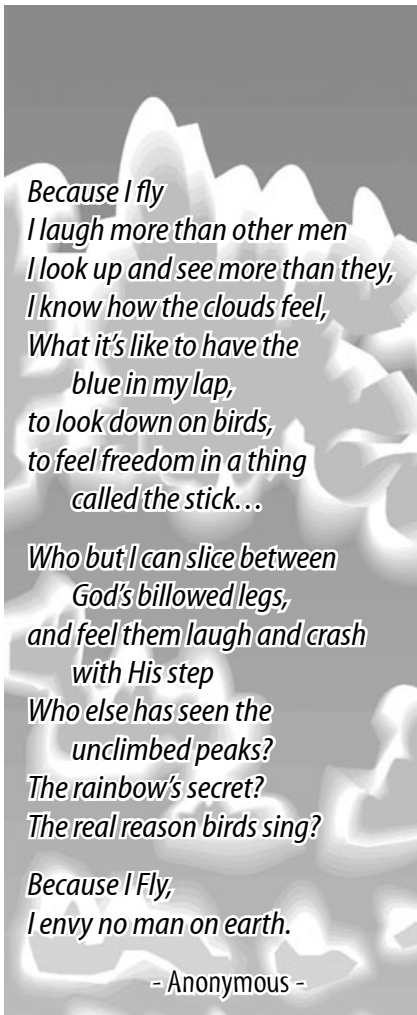
Lewis was a region advisor for the Fossett search.

He is survived by his wife, the former Midge Chrestenson, and two adult sons, Eric and Steven.

DeCamp, 73, of Reno, Nev., became commander of the Nevada Wing in 2003. Most recently, he led the wing's initial search efforts for Fossett, who disappeared on Labor Day during a solo flight in Nevada. The search for Fossett, who has yet to be found, was the largest in the Civil Air Patrol's modern-day history.

DeCamp's wife, CAP Lt. Col. E.J. Smith, also served as search incident commander during the Fossett mission. He is survived by adult son, Michael, and two daughters, Kristin and Gayle.

DeCamp joined CAP in 1994. He served as Nevada Wing director of operations, vice commander, representative to the Nevada state SAR Board and Pacific Region director of operations training before becoming Nevada Wing commander. DeCamp was a CAP and USAF command pilot with more than 27,000 flight hours. He was retired from the California Air National Guard, served in Vietnam and flew C-130 missions worldwide. He retired, as captain, from American Airlines in 1994. The cause of the crash is unknown at this time. A full investigation by the National Transportation Safety Board is scheduled to begin. "The CAP family is deeply



*Because I fly
I laugh more than other men
I look up and see more than they,
I know how the clouds feel,
What it's like to have the
blue in my lap,
to look down on birds,
to feel freedom in a thing
called the stick...*

*Who but I can slice between
God's billowed legs,
and feel them laugh and crash
with His step
Who else has seen the
unclimbed peaks?
The rainbow's secret?
The real reason birds sing?*

*Because I Fly,
I envy no man on earth.*

- Anonymous -

saddened by this tremendous loss," said Brig. Gen. Amy S. Courter, CAP interim national commander. "There were no finer members than Col. DeCamp and Col. Lewis. "Their illustrious volunteer service, which collectively spanned more than seven decades, touched innumerable lives and now, in sorrow, consoles those left behind as a testament to their dedication and commitment to the citizens of their respective communities."



Between CAWG and The Pentagon

*As California Wing's Decade-Long Liaison to the USAF,
Lt. Col. Mike Prusak Comments on CAWG's Heading and Attitude*

Eagle Call: How would you rate our mission readiness?

Mike Prusak: No comment.

EC: Allow me to rephrase. As a Wing, how well do we prosecute our emergency-services missions?

MP: As evidenced by the response to the [aviator Steve] Fossett search and the southern California fires, CAWG has performed exceptionally. These actions have been lauded at the highest levels at CAP-USAF and the 1st Air Force. Within minutes of taking pictures of items of DOD interest, 1st Air Force was being briefed. CAWG has a lot to be proud of for this past summer and fall.

EC: Has there been any improvement in our contributions to the ROTC Flight Orientation Program?

MP: The primary objective of the AF-ROTC Flight Orientation Program is to help provide a complete and well-rounded education in all aspects of the United States Air Force to AF-ROTC cadets. This is accomplished by exposing AF-ROTC cadets to flight operations and pilots of CAP serving in their role as the USAF Auxiliary. This interac-

tion should benefit the USAF by providing motivational training and experience to America's youth and future leaders of the USAF. CAWG pilots are doing a great job making this program work. Some of the challenges we face come from the AF-ROTC units themselves. This is an elective program and sometimes it's difficult to bring them to the water trough...but that is my challenge. CAP is meeting their obligations to this program.

EC: Where are we doing a good (or at least adequate) job and what are the areas most in need of improvement? Are we badly in need of an attitude adjustment, so to speak?

MP: My biggest challenge with CAWG has always been its inability to come up with a training plan that best fits its overall training needs. We have given back to the USAF thousands of dollars every year because CAWG has not been able to use it all. With future taskings on the horizon there is absolutely no excuse for not using every training dollar, and more.

EC: How would you describe the Air Force's relationship to and current disposition toward CAP?

MP: CAP is coming into its own as a full-time partner with USAF. With CAP integrating into the Web Mission Information Reporting System (WMIRS), a two-star general has day-to-day oversight of CAP operational activities, and that's 24/7. The USAF is searching daily for thing we can do, short of going to war. I do not see any changes in the CAP-USAF relationship other than an increase in operational tempo for CAP.

EC: How did you come to your position?

MP: On an actual mission in 1998, I stopped at the mission base of record in Nevada, where I met the Nevada State Director. Turns out we both flew F-111's, but in different wings. He told me about his job and mentioned that the California state director was leaving. I applied.

During my last three years on active duty I was an active member of CAP. Not only was I a fully qualified mission pilot, but I was also the CAP Squadron Commander at McClellan AFB. My claim to fame in CAP was arranging to have the Secretary of the Air Force, who was visiting McClellan on business, present several senior members and cadets with awards.

Continued . . .


Between CAWG and The Pentagon

Continued . . .

EC: What's your outlook for 2008? What's on the horizon for CAP?

MP: I don't see our mission changing per say. Just more of it. As more agencies find out CAWG's capabilities, I truly feel more tasking is imminent. CAP, in conjunction with USAF, is looking for more ways to use emerging technology to make CAP a more viable asset to all concerned. Satellite digital imaging (SDIS) is becoming a capability of choice by many agencies. Hyperspectral Imaging (ARCHER) is a developing capability in CAP with potential missions' capabilities we have not done in the past.

EC: I'm guessing you hear all our complaints. What's the most common, and what can be done to rectify the situation?


MP: Most of the complaints come from those who miss the "good old days" and wish they did not have to be connected to the electronic age. I truly believe that if each squadron had a mentor/expert who could help demystify some of these electronic idiosyncrasies (like WMIRS, IMU, WMU) and other on-line requirements, a lot of these members would feel more comfortable embracing the inevitable. 

Asking for the tasking

Continued from page 29 . . .

and aircraft.

EC: Do you get the sense that ES personnel are demoralized by what's happening today, both in the Wing and National?

BK: I hear our folks are tired of over-regulations, tough requirements and more. But our standards for search and rescue are no harder than most other SAR teams. Many teams require their folks to be EMTs or know advanced first aid, PC832 (Peace Officer) weekly training, and monthly field exercises. With our busy lifestyles it's hard to spend time with our families as well as CAP. The reality is that being good at search and rescue cannot just happen overnight or even in a few months. Good pilot skills take years just as good SAR takes years. I was never one that wanted to cut corners in training our folks. I want and expect a highly competent and qualified rescuer out there looking for me if I crash in my aircraft—and I expect nothing less. 




View of Parris

Continued from page 21 . . .

in the best interest of CAP and the Wing. I ask for everyone's patience and cooperation in getting these programs established and functioning.

EC: Do you sense that the Wing is bemused, if not dispirited, by the direction CAP is going, on both the national and state level?

KP: No, I think of myself as an optimist. Change isn't always comfortable but it is an opportunity. If we wallow in our misery and complaints about what hasn't worked in the past then we miss the opportunity to effect a change for the better in the future. There are very exciting times ahead for CAP. With the new national pilot program, Volunteers in Support of the Air Force (VSAF), underway I believe we will be seeing more and more missions in support of the USAF coming to CAP. CAP has to get out of the business of being the nation's "best kept secret" and demonstrate we are "the few who have been doing so much with so little for so long that we can do just about anything with nothing." I challenge and invite all my fellow California Wing members to join me in this journey towards excellence in service to our community, state and nation. 

Calif. Wing Members Assist in Space Shuttle Atlantis Recovery

*Airvan provides SDIS
photos, assists with
security*

June 25, 2007

2nd Lt. Richard Fairchild
Public Affairs Officer
Chemung/Schuyler
Composite Squadron
New York Wing

CALIFORNIA—When Space Shuttle Atlantis descended to a smooth landing the afternoon of June 22 at Edwards Air Force Base, Calif., concluding a successful assembly mission to the International Space Station, U.S. Civil Air Patrol members were playing their part.

Not only is CAP involved in launches of the shuttle at John F. Kennedy Space Center in Florida, it also fills an important role in shuttle recovery at Edwards, where six California Wing members served as part of Atlantis recovery team.

The California Wing Airvan, piloted by Capt. Mike Lauer—himself a finalist for the NASA astronaut corps—and co-piloted by Capt. Ted Ripp, participated in the mission.

The aircraft was used in a

Calif. Searchers Find Downed Plane Near Interstate in Cajon Pass

Crash of Piper kills USAF Lt. Col.

October 12, 2007

Capt. Andrea Binder
Public Affairs Officer
Chino Cadet Squadron 20
California Wing

CALIFORNIA—Four ground teams and one search aircraft from the California Wing responded early Oct. 5 after receiving reports that a Piper PA 28 fell off radar about 1 a.m. during a period of high winds, dense fog and mild rain in the Cajon Pass in San Bernardino County.

The Civil Air Patrol members were in the field between 3 a.m.-4 a.m. heading to the plane's last known position. An Emergency Locator Transmitter was also heard in the area.

The first ground team to reach the area heard the ELT about 4:45

a.m. north of California 138 and east of Interstate 15. Another ground team heard the ELT the strongest at the top of the Cajon Summit. The ground teams responded to the top of the summit, then estimated the crash site to be between the interstate median.

The CAP aircraft overhead confirmed the crash site's location about 5:30 a.m. Ground teams were able to reach the site about 30 minutes later.

Officials identified the pilot, who was killed, as Lt. Col. Raymond Roessler of Hill Air Force Base, Utah.

dual role. First, the satellite-transmitted digital imaging system was used to photograph the orbiter, with the images being sent back to the command post at Edwards and to NASA. The SDIS portion was handled with expertise by Lt. Col. Woody McCauley, assisted by Capt. Bob Kirby. Lauer, Ripp, McCauley and Kirby are all members of San Fernando Senior Squadron 35, with Ripp serving as the unit's commander.

Second, the Airvan crew assisted with security after the

shuttle landed. After the shuttle landed only two aircraft were permitted to be airborne at Edwards—a Navy helicopter used as a photo platform, and the CAP Airvan.

Leading the CAP effort was Maj. Brian Stover, CAP project officer for the shuttle recovery team at Edwards and also a member of the San Fernando squadron. He was assisted by Capt. Mark McKibben, deputy director of homeland security for the wing.

Lt. Col. Ron Butts of wing headquarters served as IC.

The Civil Air Patrol Comes to Amador County

Friday, August 17, 2007

By Scott Thomas Anderson
sanderson@ledger-dispatch.com

One week before the Japanese attacked Pearl Harbor, citizens around the United States came together and formed a national volunteer group with the hope of protecting our vast coastlines. They were known as the Civil Air Patrol. Today that same group has come to embody a new but equally important mission: turning young people into active and responsible citizens with an eye for adventure and interest in public service. Steps are now under way to form a new squadron of the Civil Air Patrol in Amador County. Though the group is an official section of the Air Force Auxiliary, and gets its air planes and fuel provided by the Air Force, its main function is to instill a love for flying in kids, while at the same time teaching them skills it would be difficult to learn anywhere else. Larry Peterson, who spent 10 years as a cadet in the Civil Air Patrol, will now be a part of the efforts to create the county's new squadron. Peterson insists that the program is special and should not be dismissed as merely a junior wing of the military. "The goal isn't necessarily to train officers for the Air



Photo by: Scott Thomas Anderson
Squadron Commander Jeff Zimmerman and Civil Air Patrol veteran Larry Peterson stand next to a Cessna 182, the most common plane the Air Force provides for the Civil Air Patrol.

Force or other branches of the Armed Forces like the Reserve Officer Training Corps does," Peterson said. "I would say that it's a lot more like the Boy Scouts because it offers unique skills and builds character - and it's fun at the same time." The Civil Air Patrol does, however, have some major benefits for an individual who dreams of becoming a fighter pilot in the Air Force or Navy. The Civil Air Patrol cadets are given both simulated and hands-on flight training, some of which is taught by real Air Force personnel. Cadets who spend enough time in the program can enter into the Air Force at the rank of E3, which effectively skips them

past the first two lower pay-ranks new enlistees find themselves in. Also, like the Air Force, the program welcomes both boys and girls. Currently, one of the Air Force's most elite show-pilots in the famous Thunder Bird Squadron, Major Nicole Malachowski, started as a Civil Air Patrol cadet when she was younger. The tie between the group and the sky-ward branch of the armed services is so strong that members of the Air Force Reserve who volunteer to help out with the Civil Air Patrol earn extra retirement credit. While Peterson thinks these military benefits will be helpful for certain cadets, he's quick to

Continued . . .

Amador County

Continued . . .

point out that the program can have a much broader impact on youth. "Basically, what the cadets get is an aerospace education," Peterson explained. "Something like that can help open doors to numerous exciting career paths that have nothing to do with the military, including civil aviation, law enforcement, firefighting, search and rescue, and other emergency services." One way the training covers such a broad spectrum of interests is by encouraging cadets to find various fields of concentration, and then work in conjunction with one another for shared mission goals. In reality, for every one pilot flying in a moderate-sized air plane, there are 10 people working in logistical roles on the ground. This type of smooth and effective synergy is something the cadets can practice by finding their own niche or talent - such as control tower work, rescue techniques or even conducting a ceremonial honor guard - and then develop it on another level. During Hurricane Katrina, thousands of Civil Air Patrol cadets from all over the nation put their skills to the test as they helped with the rescue efforts. The man who will be directly in charge of the program is Jeff Zimmerman, whose 14-year-old son, Kyle, is already an active member of a Civil Air Patrol squadron in Placerville. Zimmerman will take on the role of the official squadron commander. He'll conduct a

meeting at the local airport in Martell on Aug. 30, at 6 p.m. to give out information for anyone who's interested in joining. For Zimmerman, the program is about giving youngsters a sense of purpose. "We want to create a sense of leadership in the cadets," Zimmerman said. "I think they learn leadership qualities by having missions, goals, and objectives. I think, in the end, they grasp the importance of leadership through all of the community service they do." A local example of how the Civil Air Patrol experience can bolster leadership can be found in the fact that Ted Novelli, the current Amador County Supervisor of District 3, was a Civil Air Patrol cadet when he was a boy. Novelli still has warm reflections of his days in the program, calling them both "an eye-opening education" and a lot of fun. "I'm personally a hundred percent in the corner of bringing the Civil Air Patrol to Amador County," Novelli said. "I have so many outstanding memories of it from when I was growing up. The first time I flew with the C.A.P. program was from San Francisco to Columbia, and I had the greatest time. Over all, the program certainly had a dramatic affect on me as a human being." For questions about the Aug. 30 meeting, e-mail westovercap@gmail.com. For more information about the Civil Air Patrol, visit www.cap.gov.



Civil Air Patrol Facts

- It became a federal charter by President Harry Truman in 1946, which established it as an auxiliary of the new U.S. Air Force.**
- There are currently almost 27,000 members of the Civil Air Patrol nationally, ages 12-21.**
- It conducts 95 percent of all inland search and rescue in the United States.**
- Saves an average of 100 lives per year.**

Local Govt. Taps Calif. Unit for Wells Fargo Foundation Grant

*Palm Springs Composite Squadron 11
receives \$3,000 to fund training*

October 01, 2007

2nd Lt. Crystal Chatham
Public Affairs Officer
Palm Springs Composite Squadron 11
California Wing

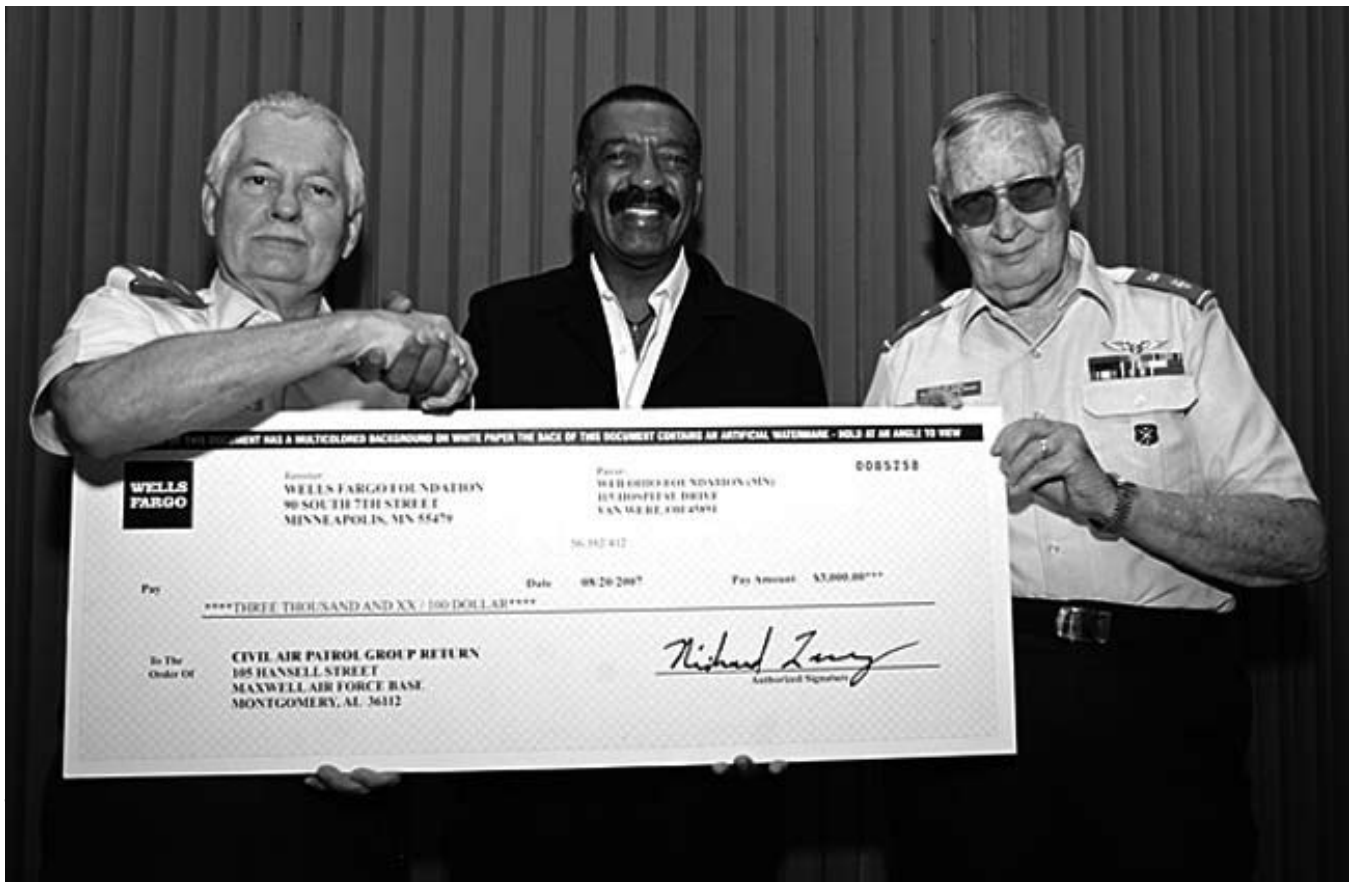
CALIFORNIA -- The city of Palm Springs and the Wells Fargo Foundation embraced the emergency services work of Palm Springs Composite Squadron 11 with a recent check presentation at Palm Springs City Hall. Mayor Ron Oden presented a check for \$3,000 from the Wells Fargo Foundation to the squadron's commander, Capt. John

Craig, and training officer, Maj. Bruce Marble. Earmarked for training, the funds will be used to support search and rescue exercises and mock missions for both air and ground teams. The Wells Fargo Foundation works closely with the city of Palm Springs to provide a number of community grants. City officials select which orga-

nizations will be awarded the annual grants, based on merit and service to the community. "We have Mayor Oden to thank for this generous contribution," Marble said. "The support of the city and the foundation will further advance our unit's training program."

Photo by 2nd Lt. Crystal Chatham

(From left) Capt. John Craig, Palm Springs Mayor Ron Oden and Maj. Bruce Marble.



*Maj. Nicole Malachowski
(center) of the U.S. Air
Force Thunderbirds with
California Wing cadets at
the Capital Air Show.*



Calif. squadrons assist at Capital Air Show, meet Thunderbirds' Malachowski

*Carnahan Cadet Squadron 85 hosts members from 8 units;
35 cadets, 8 sr. members participate*

June 15, 2007

*2nd Lt. Aaron P. Yanagihara
Public Affairs Officer
Eugene L. Carnahan
Cadet Squadron 85
California Wing*

CALIFORNIA—Eugene L. Carnahan Cadet Squadron 85 recently hosted a full contingent of U.S. Civil Air Patrol members from northern California at the second annual Capital Air Show in Sacramento, with 35 cadets and eight senior members from nine different squadrons participating in flight line control before an estimated crowd of over 100,000 at Mather Field.

Joining the Carnahan members at the event were Sacramento Composite Squadron 14, East

Bay Cadet Squadron 18, Travis Composite Squadron 22, Marin Air Rescue Squadron 23, Diablo Composite Squadron 44, Sierra Composite Squadron 72, Auburn Composite Squadron 92 and Redwood Empire Composite Squadron 157.

The main attraction was the performing Air Force Thunderbirds, but the highlight of the activity for the CAP members was a 45-minute private meeting with Maj. Nicole Malachowski, the Thunderbirds'

No. 3 right wing pilot. A former CAP cadet captain and a member of the California and Nevada wings, Malachowski stressed to the cadets the importance of getting good grades, not hanging out with bad crowds, having high self-esteem and staying away from drugs and alcohol.

After her open discussion and questions and answers, she signed autographs and provided personal photo opportunities for the cadets.

Calif. Unit Collects, Donates Backpacks for Schoolchildren

*Palm Springs Composite Squadron 11
fills 53 backpacks for pupils*

September 05, 2007

2nd Lt. Crystal Chatham
Public Affairs Officer
Palm Springs Composite Squadron 11
California Wing



CALIFORNIA—The school year kicked off in style Sept. 4 for students at Las Palmitas Elementary School in Thermal, Calif., as they became the beneficiaries of a month long drive by Palm Springs Composite Squadron 11 to collect backpacks and school supplies.

In all, 53 fully stocked backpacks donated by squadron members and associates were delivered to the school. The site was selected by partner organization Family YMCA of the Desert, which operates an after-school enrichment program for children at the campus.

The backpacks, stuffed for boys and girls in various grade levels, are being awarded during the first week of school to lesser-

privileged students recognized for exemplary character and outstanding citizenship.

Palm Springs squadron members, under the leadership of Capt. John Craig, squadron commander, supported the August supply drive in an effort to create a positive learning environment for children in need within the community. Squadron members, along with many of their colleagues and associates from businesses throughout the Coachella Valley, used personal funds to purchase backpacks reflecting themes such as Spider-Man, Tinkerbell, Transformers and Bratz. They also shopped for the contents, which included such school items as pens, pencils, rulers, notebooks, scissors, glue,

crayons, markers, folders and book covers.

Squadron members stuffed each bag with an identical set of school supplies during a squadron barbecue and party Aug. 29.

“We are very excited about this partnership. The kids can definitely use the backpacks,” said Mike Williams, Las Palmitas Elementary principal. “We know they and their families will be so appreciative of the generosity of Civil Air Patrol and the YMCA to give our kids all the tools they need to do well in school.”

Extra supplies, exceeding what was used to equip the backpacks, are being distributed among the school’s classrooms.



SUPPORT OUR CADETS

. THEY ARE OUR FUTURE!!!

Teen Soars High in Civil Air Patrol

By Michelle Knight
knight@theacorn.com

Pamela Bean has always dreamed of flying.

And even though the 16-year old high school junior from Simi Valley doesn't have her driver's permit yet, the determined teen took her first solo flight in October.

Pamela said she plans to pilot F-22A Raptors for the Air Force after graduating from college and has mapped out her route to the fighter plane's cockpit as a cadet with the Camarillo chapter of the Civil Air Patrol.

The aspiring fighter pilot learned of the cadet program while taking flight lessons at the Camarillo Airport.

"I just fell in love with the place, and I couldn't leave," she said.

Founded in the late 1930s, the 60,000-member Civil Air Patrol is the national auxiliary arm of the U.S. Air Force. The patrol, which performs 95 percent of all search and rescue efforts throughout the United States, helped save Katrina victims and assisted with damage assessment of the Twin Towers in the days following 9/11.

The patrol's cadet program focuses on aerospace education for its members and the public, operating a cadet program for youth ages 12 to 21 and helping in disaster, humanitarian and Homeland Security missions.

Pamela is one of 16 cadets and 34 adult members of



EARNING HER WINGS: Simi Valley resident Pamela Bean, 16, prepares a Cessna airplane for flight at the Camarillo Airport. The teen is a cadet with a local chapter of the Civil Air Patrol. Bean said she joined the program to help her achieve her goal of becoming a fighter pilot in the U.S. Air Force.

Squadron 61, the local patrol team that operates out of a set of WWII-era bungalows in the Camarillo Airport.

For \$25 a year, cadets learn about aerospace and practice on a flight simulator designed with realistic cockpit controls.

Civil Air Patrol Capt. Anthony Schlotthauer is one of the squadron's teachers and pilots who take the cadets flying in the patrol's Cessna 182 and other military aircraft at least four times a year.

Schlotthauer, a mortgage banker in Moorpark, devotes about six hours a week to his patrol duties.

Those hours can quickly multiply in an emergency when the patrol is called to search for

a downed airplane.

Schlotthauer said he decided to become a pilot about 12 years ago after watching military planes perform aerial acrobatics at one of the many air shows he'd attended over the years.

The New York native eventually earned a pilot's license and in 1997 joined the Civil Air Patrol. He made captain last year.

"I wanted to save lives- that was an exciting thought to me," said Schlotthauer, a Simi Valley resident.

Schlotthauer disagrees with those who might say the cadet program is a camouflaged means of grooming adolescents for the military.

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Teen soars high

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"This gives them the opportunity of a lifetime," he said. "This just builds character, self discipline; it motivates them. It's a building-block for them."

Schlotthauer said he doesn't worry about his cadets getting involved with drugs or joining gangs.

"They get so much exposure to good things that I think it gives them good judgment," he added.

Camarillo resident Curtis Park said that since his teenage son, Curt, joined the program, the youngster has become more mature and shows greater respect to adults.

"He's very focused and a good kid," Park said. "I think the Civil Air Patrol has allowed him to channel all of his energies."

Curt, a junior at Adolfo Camarillo High School who's working toward a pilot's license, is a cadet staff sergeant planning to attend an aeronautical college after graduating.

He eventually wants a career in the Marines.

The cadet program "is a great thing to do," Curt said. "It gives me discipline; it gives me focus . . . How many 16-year olds can go out on ground search and rescue teams looking for downed aircraft?" he said.

Curt's father said the adults in the patrol are "good role models" who seem to enjoy working with teenagers.

Brenda and Mike Bean, who also comes from a military family, said Pamela's participation in the patrol has also taught her

NEW ELT FREQUENCY ALERT

Termination of 121.5 MHz Beacons for Satellite Alerting is Coming Soon

Notice Number: NOTC0981

On 1 February 2009, the International Cospas-Sarsat [1][1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Why is this happening?
Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being

generated by an interferer, an inadvertent activation (by the owner) or equipment failure. Is there an alternative? Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals

simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov.

NEW 406 MHz
ELTs EFFECTIVE
1 FEBRUARY 2009

transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a

how to handle greater responsibility. Pamela must fit in weekly patrol classes and activities with the responsibilities of school and a part-time job.

Pamela plans on fulfilling all the requirements for becoming a fully licensed private pilot by Sept. 13- when she turns 17.

"She's never wavered off this, not once," Mike said.

Pamela "just loves being in the air," Brenda said. "I have

a 16-year old (daughter) with goals and accomplishments who knows what she wants to do with her life, and for me that's worth it."

Mike, Brenda and Pamela Bean plan to man the Sky Blue Air booth at the Point Mugu air show at the Naval Base Ventura County on March 31 and April 1.

For more information about the Civil Air Patrol, call (805) 4822212.

Cadets Hone Aviation Skills at 10-day National Flying Academy

Training draws 18 cadets from 12 wings to Wisc.

October 24, 2007

1st Lt. Terese Barta
Public Affairs Officer
Stevens Point Composite Sqdn.
Wisconsin Wing

WISCONSIN—Eighteen cadets from 12 Civil Air Patrol wings devoted 10 days to developing aviation skills, forging friendships and observing old aviation traditions and creating new ones at the 2007 National Flight Academy this summer in Oshkosh, Wisc. Three female and 15 male cadets learned to fly a CAP Cessna 172 during the 1 1/2-week aviation immersion experience, having gone through a rigorous selection process, complete with interviews at the wing level. Four of the cadets accepted were from Wisconsin, with the rest were from across the nation, from as far away as California, New York and Puerto Rico. Applications had been submitted more than six months in advance.

Although their goal at the academy isn't explicitly to solo, most of the participants do. This year, all but one soloed, and the one that didn't was just a week shy of her 16th birthday. Along with soloing—taking off and landing without an instructor aboard -- cadets can also “pre-solo” by taking up an instructor who stays quiet and doesn't touch the controls unless absolutely necessary.

Aviation is rich with ceremony and tradition, and the NFA is no exception to that.

A new approach invoked this year was the “solo tie.”

After passing the pre-solo test and oral interview, each cadet chose a necktie, obtained at the local Goodwill store, to wear during his or her momentous flight. Afterward, instructors cut the tie in half to symbolize the student's being freed from the bonds of earth and from the instructor.

2007 National Flight Academy Graduates

Cadet Nicholas Bonner—Boise Composite Squadron, Idaho Wing
Cadet Nathan Bowers—Harrison Composite Squadron, Indiana Wing
Cadet Mitchell Edwards—Evergreen Composite Squadron, Colorado Wing
Cadet Matthew Givens—Sussex Composite Squadron, Delaware Wing
Cadet Michael Inouye—Waukesha Composite Squadron, Wisconsin Wing
Cadet Robert Miskimen—Weir Cook Composite Squadron, Indiana Wing
Cadet Brian Neiheisel—Fox Cities Composite Squadron, Wisconsin Wing
Cadet Andrew Paszko—Kaydeross Composite Squadron, New York Wing
Cadet Kevin Petersen—Springfield Regional Composite Squadron, Missouri Wing
Cadet Anson Pontynen—Fox Cities Composite Squadron, Wisconsin Wing
Cadet Lizbeth Roman-Claudio—Catano Cadet Squadron, Puerto Rico Wing
Cadet Thomas Scheffel—Valkyrie Composite Squadron, Colorado Wing
Cadet Wesley Shannon—99th Composite Squadron, Arkansas Wing
Cadet Elizabeth Strunk—Clearwater Valley Composite Squadron, Idaho Wing
Cadet Victor Traven—St. Marys Composite Squadron, Maryland Wing
Cadet Daniel Westfahl—Laramie Valley Composite Squadron, Wyoming Wing
Cadet Hannah Wirhanowicz—Twin County Composite Squadron, Wisconsin Wing
Cadet Ethan Wiseman—Sierra Composite Squadron 72, California Wing

Both halves are signed and dated, and the student keeps the knotted stub. The other piece is displayed on a poster board in the dining hall.

This practice fulfills the same purpose as the more commonly observed shirt tail cutting. The

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tie-cutting tradition goes back possibly fifty years or more, to the days in which naval aviators wore khaki suits and neckties rather than a flight suit.

This year, a few NFA solos had special significance.

For example, after soloing all of his students, Capt. John Thompson of the Wisconsin Wing's Stevens Point Composite Squadron took over for another instructor with a student who had been experiencing some ups and downs with her flight training. Something about Thompson's unique teaching style finally clicked with this student, and it gave him a special thrill when she eventually soloed.

"That was so cool," Thompson reminisced. "She did a wonderful job and it felt like it was one of my own kids doing something good. And that airplane wasn't big enough for that smile of hers."

In Thompson's opinion, enacting a tradition like the tie-cutting draws the group together.

"You can tell they're a tighter group because of it," he said. "That's one of the things they came here for. Some of these cadets have made new friends for life."

The bonding between cadets became apparent by midweek. Many were called by nicknames based on their home state. They knew each other as "Colorado," "Delaware" or "Cali."

Cadets were divided into flights -- groups of two to four -- that shared in the camaraderie as well, with a bit of competition. For example, flights competed daily for the best-maintained and tied-down aircraft. Each flight was known by a nickname -- Pilots of the Caribbean, for instance.

Six CAP flight instructors and one ground instructor volunteered to teach in the program. While some had been doing so for a dozen years or more, others were participating at NFA for the first time. All instructors and staff took time off from their families and paying jobs to teach the eager students the art and science of flying. They came because they love working with the caliber of student participating at NFA, where the cadets have a reputation for being an enthusiastic and highly focused group.

"These students are here for an extended period

of time and we fly with them several times a day," explained Thompson, the chief flight instructor. "The learning curve is almost vertical. You see the growth in their flying skills as you watch, almost in fast-forward."

Cadets and instructors alike shared a military style barracks and dining hall. A typical day began with a 6 a.m. wake up, followed by 6:45 a.m. formation and flag-raising. After breakfast, the cadets usually headed out to their aircraft with instructors for their first flying lesson of the day.

This year the NFA was blessed with a week of near perfect weather. Warm sunny days and calm winds allowed most of the flight crews to get in two or three flights per day.

The summer heat also inspired a few surprise soakings -- in one case, a spraying with 7 Up--among the cadets, similar to the dunk tanks or wishing wells that military pilots of another era would use to cool off their new hot pilots.

An awards banquet, held in the renowned EAA Museum, capped the 10-day program. The transformation of cadets' appearance from white CAP T-shirts and shorts to dress blue uniforms was an inspiring sight. Those who soloed proudly received their wings at the banquet. Surrounded by historic aircraft, it was a time for celebration and farewell. Token gifts between instructors and instructors were exchanged.

The dinner concluded with "100 Low-Lead Av Gas Toast." One flight crew, the Razorbacks (named for their instructor's UH-1B helicopter platoon in Vietnam), served blue Gatorade® Frost to graduating cadets from an unused plastic gas container. The drink almost perfectly matched the color of aircraft fuel.

The NFA would not have been possible without the generous loan of aircraft from several Wisconsin squadrons: Stevens Point, Fox Valley, Superior, Dodge County, Wausau, Shawano and Madison. It also took a dedicated staff.

The program director was Lt. Col. Denese Helgeland of the Southeast Wisconsin Group. She had many tasks -- not to mention the paperwork -- to manage, including the transportation of

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Nat'l Flying Academy

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cadets to and from the program, the ferrying of aircraft and arranging instructors' schedules. Helgeland even had to manage the shopping for the cooks.

On top of that, she had to work in an Electronic Locator Transmitter search mission that came up during the academy. Despite the long hours she put

in, she enjoyed the experience.

"The enthusiasm the cadets brought to the NFA was contagious and made me want to make this a very successful NFA," Helgeland said. "And when they obtained their ultimate goal of soloing, the expressions on their faces made the work worthwhile."

(Clockwise, from top)

A CAP Cessna 172 furnishes shade from the summer sun during the National Flight Academy. Cadet Kevin Petersen of the Missouri Wing's Springfield Regional Composite Squadron gets his solo wings pinned on by Capt. John Thompson of the Wisconsin Wing's Stevens Point Composite Squadron, chief flight instructor at the academy. The fleet of Cessna 172 aircraft rest on the CAP ramp after a full day of flying. The "solo tie" board on display in the dining hall.



Calif. Members Hear History of WWII CAP Plane

Stinson SM8A used on patrols along Gulf of Mexico from '43 - '45

September 27, 2007

2nd Lt. Aaron Yanagihara

Public Affairs Officer

Eugene L. Carnahan Cadet Squadron 85

California Wing

CALIFORNIA—Cadets and senior members in Eugene L. Carnahan Cadet Squadron 85 were treated to a rare glimpse into U.S. Civil Air Patrol's original mission when they had a chance to learn about a CAP aircraft that played a vital role in homeland security along the Gulf of Mexico during World War II. George Alleman, owner of the restored 1930 Stinson SM8A, briefed squadron members about the history of the plane, based at Placerville Airport. From 1943 to 1945 the Stinson was

based out of Beaumont, Texas, for CAP border patrol and submarine searches along the Gulf of Mexico. It was outfitted to carry two 100-pound bombs or one 230-pound depth charge. After its CAP days, the plane was stationed at San Jose Army Airfield -- now Moffett Field Naval Air Station—and used to pull airborne targets for gunnery practice. Afterward, it was used in various capacities, including use as a crop sprayer, and it appeared in the 1991 movie "The Rocketeer."



Photo by 2nd Lt. Aaron Yanagihara

George Alleman (facing camera) stands in front of his Stinson SM8A as he describes its history as a U.S. Civil Air Patrol aircraft from 1943-1945 along the Gulf of Mexico.



Calif. Cadets Lead Local Parade for 1st Time

Simi Valley Challenger Cadet Squadron 1986 Color Guard heads procession

September 26, 2007

The California Wing's Simi Valley Challenger Cadet Squadron 1986 color guard—(from left) Cadet Staff Sgt. Chris Rousey and Cadet Airmen Andrew Avalos, Anthony Avalos and Matthew Southworth—lead the Simi Valley Days Parade, marking the squadron's first such role in the annual parade's 23-year history. The parade is part of a weeklong event that celebrates the community and raises money for various service clubs, charitable organizations, schools and nonprofit groups.



Boys & Girls Club members and Composite Squadron 11 members gather for a photo after touring the Palm Springs Air Museum.

Calif. Unit Shares U.S. CAP Experience, Museum Visit With Boys & Girls Clubs

Composite Squadron 11 hosts youths, provides tours

September 13, 2007

CALIFORNIA—As guests of Composite Squadron 11 during the summer, Boys & Girls Clubs members in California's Coachella Valley were able to tour of the world-famous Palm Springs Air Museum, site of the squadron's weekly meetings.

After the air museum tour, each group—from Palm Springs, Desert Hot Springs and Cathedral City, respectively—met with the squadron's

cadet commander, Brandon Bottemer, who explained U.S. Civil Patrol's Cadet Program to the teen and preteen guests. In addition, club members watched a cadet drill performance, toured squadron facilities, talked with senior members and were provided with CAP literature.

Maj. Bruce L. Marble, the units public affairs officer, served as museum tour

guide. He fielded questions and accompanied the club members. The adult member in charge of each club expressed thanks for the CAP experience and said the youths really enjoyed the tour.

The tours' success is prompting the squadron's adoption of an annual invitation and open house for local Boys and Girls Clubs.